

within the PTIN, concurrency is satisfied.

- b. If the project demand is greater than the available capacity and the roadway segment is "significantly affected," (as defined in Section 1.5.26) at least one (1) roadway segment, concurrency is not satisfied.

6.2.2 Large Projects (as defined in Section 1.5.20)

1. If the projected traffic during the PM peak hour and in the peak and non-peak directions (project demand) is less than the available capacity on all segments within the PTIN, concurrency is satisfied.
2. If project demand is greater than the available capacity and significantly affects (as defined in Section 1.5.27), at least one (1) roadway segment within the PTIN, concurrency is not satisfied.
3. Concurrency is not satisfied if the project significantly affects (as defined in Section 1.5.27), any roadway segment already over capacity for projected traffic during the PM peak hour and in the peak direction that is located outside of the PTIN.

6.2.3 Transportation Mitigation and Pro-Rata Share Option

The level of mitigation required for roadway segments on which concurrency traffic standards are not met is dependent upon whether the impacted segment is included in the Primary Transportation Impact Network (PTIN) of the proposed project. The radius of the project PTIN varies according to the size and nature of the proposed project (Table 1 includes the PTIN radii table with details on how they are to be applied to various projects).

For a roadway segment that is included in the PTIN and on which concurrency traffic standards are not met, the improvement(s) necessary to eliminate the deficiency must be provided in accordance with Sections 2.2.3 and 3.2.3 of this Document.

For a roadway segment that is not included in the PTIN and on which concurrency traffic standards are not met, the applicant has the option of electing to provide a "pro-rata share contribution" in lieu of complying with Sections 2.2.3 and 3.2.3 of this document.

The pro-rata share contribution shall be based on the following formula: Pro rata share = $((A-B)/C) \times D$

Where:

A = Project Demand=the estimated number of vehicle trips that a proposed project will contribute to the roadway segment (during the pm peak hour)

B=the available capacity=the existing capacity (service volume) minus the total (existing, committed and proposed) future demand. If the available capacity is greater than the project demand, the pro-rata share equals zero.

C=Increase in Capacity=the increase in capacity resulting from the "Capacity Improvement."

D=Improvement Cost=Including, but not limited to the estimated cost of design, right-of-way

(ROW) acquisition, stormwater facilities and management, permitting and construction of the "Capacity Improvement", as well as applicable bike and pedestrian facilities. However, the total ROW costs applied shall not exceed 200% of the estimated cost of the combined total of the non-ROW costs.

It is not necessary that the transportation facility improvement on which the pro-rata share contribution is based ("Capacity Improvement") be one that is planned or programmed for construction. However, in addition to resolving the projected roadway segment deficiency, the Capacity Improvement shall meet the following criteria:

1. The transportation facility improvement includes the improvement of the roadway segment as a whole, rather than the piecemeal addition of add-on or drop-off lanes, and;
2. The transportation facility improvement includes the installation of complementary opposing laneage on the subject roadway segment and the addition of complementary receiving, opposing and conflicting intersection approach laneage.

The transportation facility improvement on which the pro-rata share contribution is expended may include public road capacity improvements, public road right-of-way acquisition, mass transit system implementation or facility improvements, or bike or pedestrian facility improvements, and shall meet the following criteria:

1. The transportation facility improvement to be made is part of the significant traffic impact network of the proposed project, or;
2. The principal purpose of the transportation facility improvement to be made is to improve traffic flow, connectivity or mobility on the significant traffic impact network of the proposed project, or;
3. The principal purpose of the transportation facility improvement to be made is to provide or improve alternative modes of transportation on the significant traffic impact network of the proposed project.

Based on the above criteria, and with consideration as to the overall community benefit that would be realized by the implementation of the transportation facility improvement, the relevant members of the Technical Review Staff shall determine how a particular pro-rata share contribution is to be expended. The applicant is required to render payment of the entire pro-rata share contribution prior to the issuance of the final concurrency certificate.

6.3.0 Potable Water

6.3.1 For development projects located within the Urban Service Area (USA), Development Services will obtain Potable Water Concurrency information from the City of Tallahassee consistent with the Leon County-City of Tallahassee Water and Sewer Agreement or other franchised service provider as appropriate. Potable water concurrency determinations shall be made consistent with the goals, objectives, and policies of the Comprehensive Plan.

6.3.2 For development projects located outside of the USA, Development Services will